Port Townsend Ferry Terminal Preservation and Improvement Project

Public Open House
September 13, 2006

Washington State Department of Transportation

Washington State Ferries

Tonight's Agenda

- Project Overview
- Timeline
- Environmental Strategy
- Discipline Reports and Technical Memorandums – Key Findings
- Traffic
- Vessels
- Next Steps & Upcoming Activities

Why is the Port Townsend project needed?

- To replace deteriorating wooden terminal structures.
- To expand vehicle holding and reduce queuing on local streets.
- To accommodate projected growth and increasing ridership (from WSF's Draft Long-Range Strategic Plan).

Aging terminal structures need to be replaced

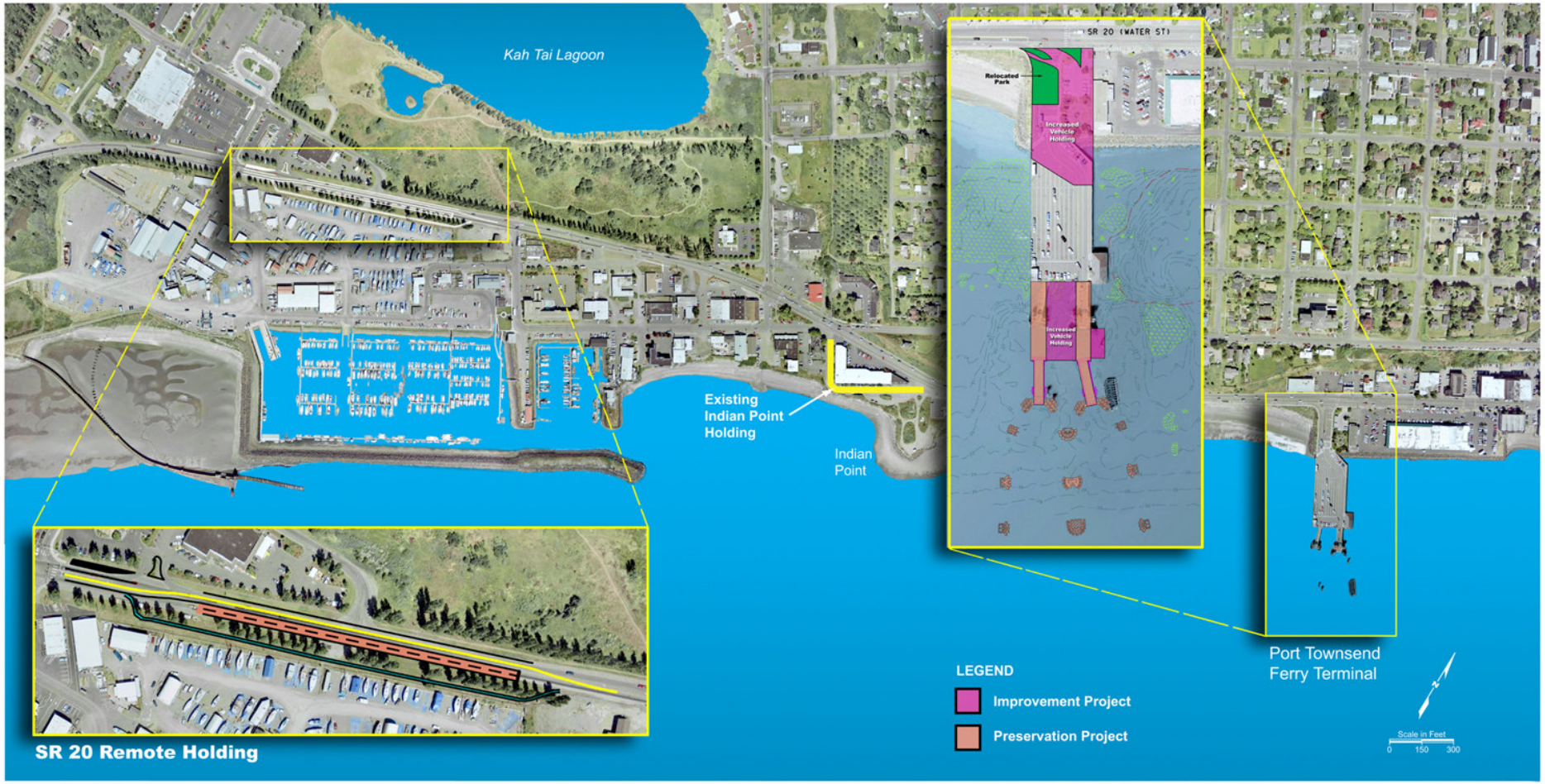
Port Townsend: Proposed Action

- Extend the dock 180 feet (Adds holding for 100 more vehicles, up from the 200 the terminal and remote holding lot now accommodate).
- Relocate Rotary Park (straightens exit lanes).
- Move tollbooths side-by-side to speed up processing
- Create a remote holding area along SR 20 (near Boat Haven) and shift the bike/pedestrian path behind the poplar trees.

Existing Port Townsend Terminal

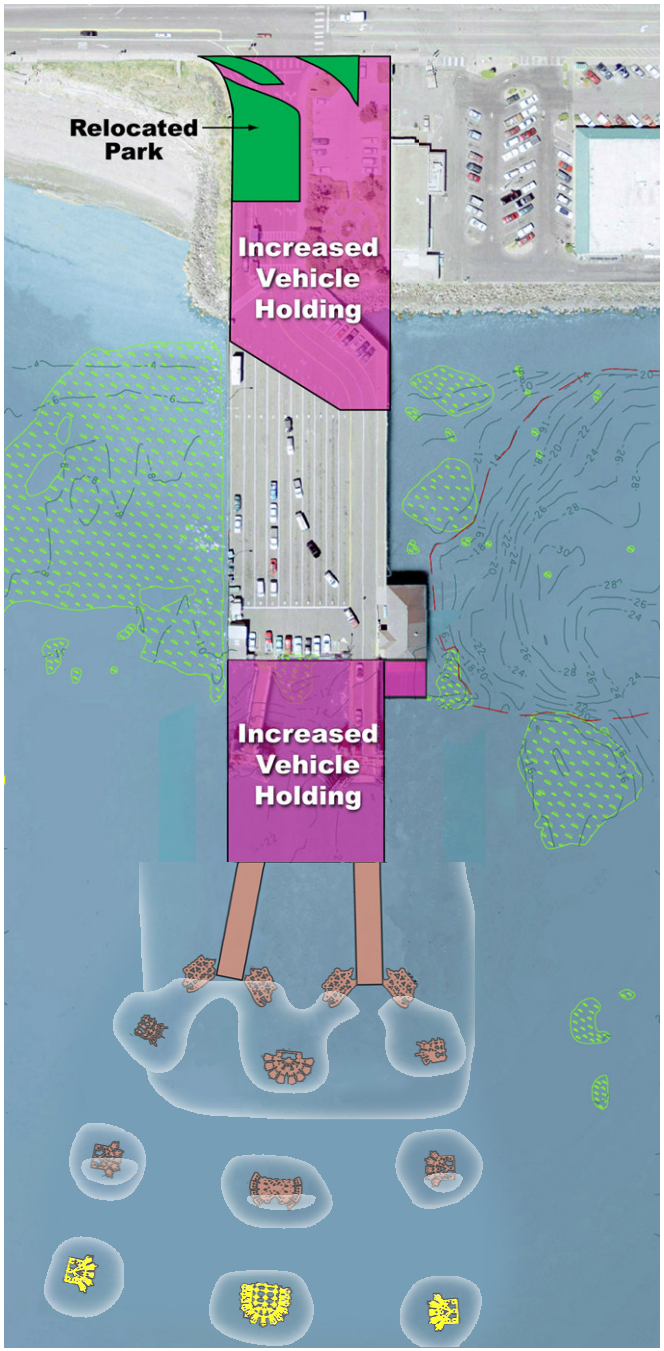
Conceptual view of proposed terminal design

Port Townsend: Proposed Action

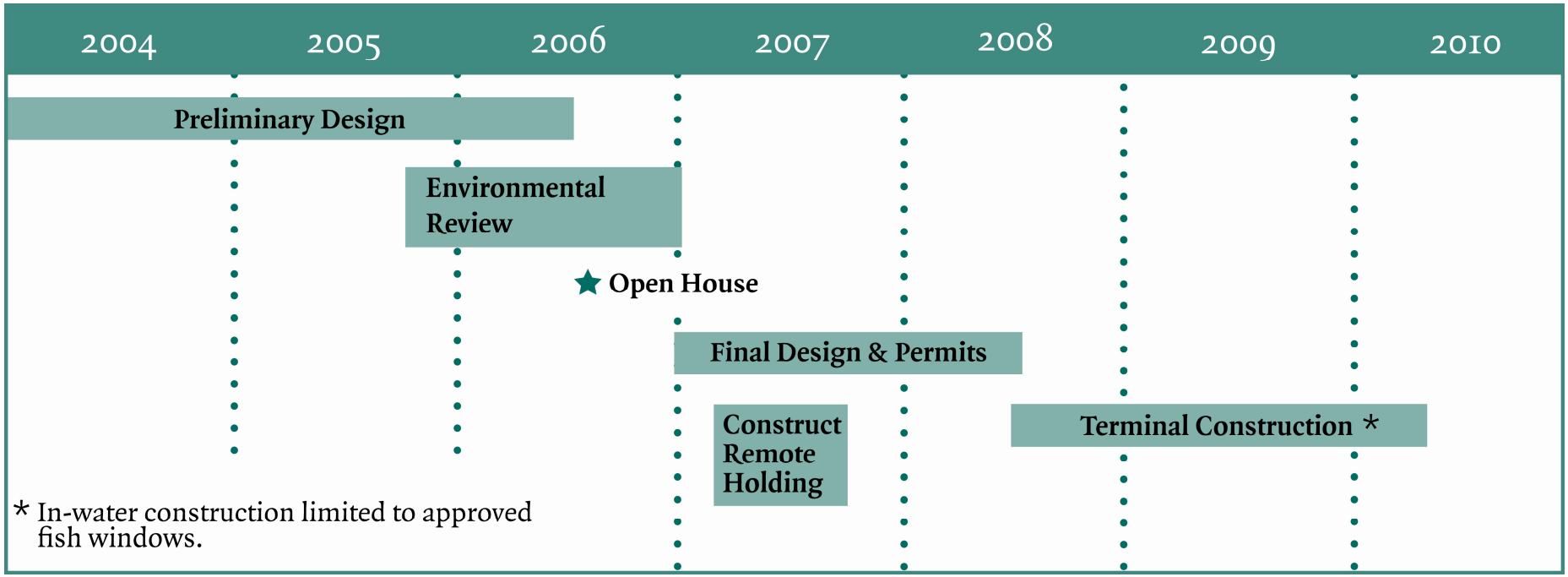


Core Project and Vessel Dependent Components

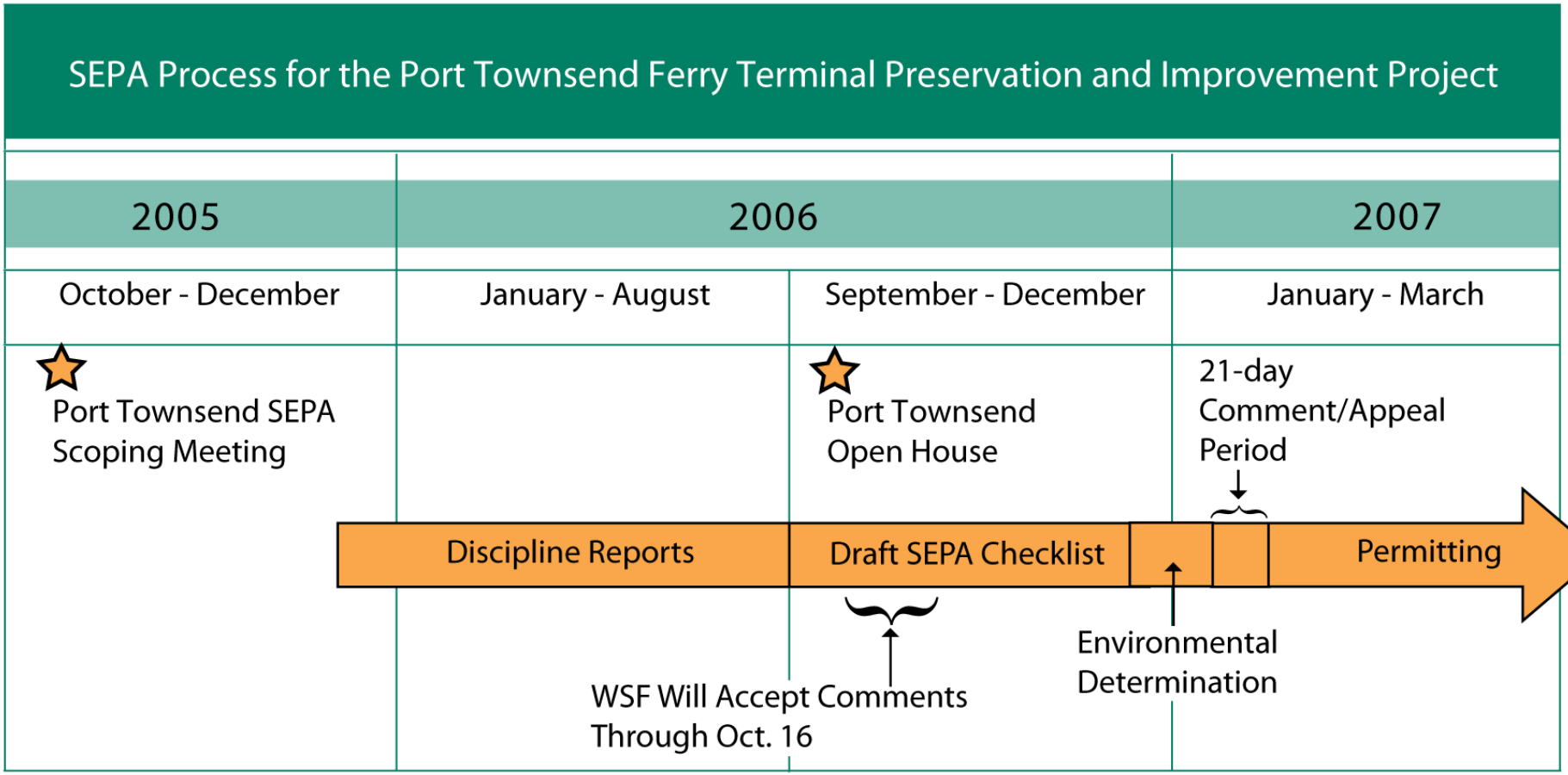
- Increased upland & near shore holding
- Increased off shore holding
- Updated transfer spans and wingwalls
- Updated dolphins for 65 car ferry
- Dolphins for 100 or 124-144 car ferry
- Dredging for 124-144 car ferry



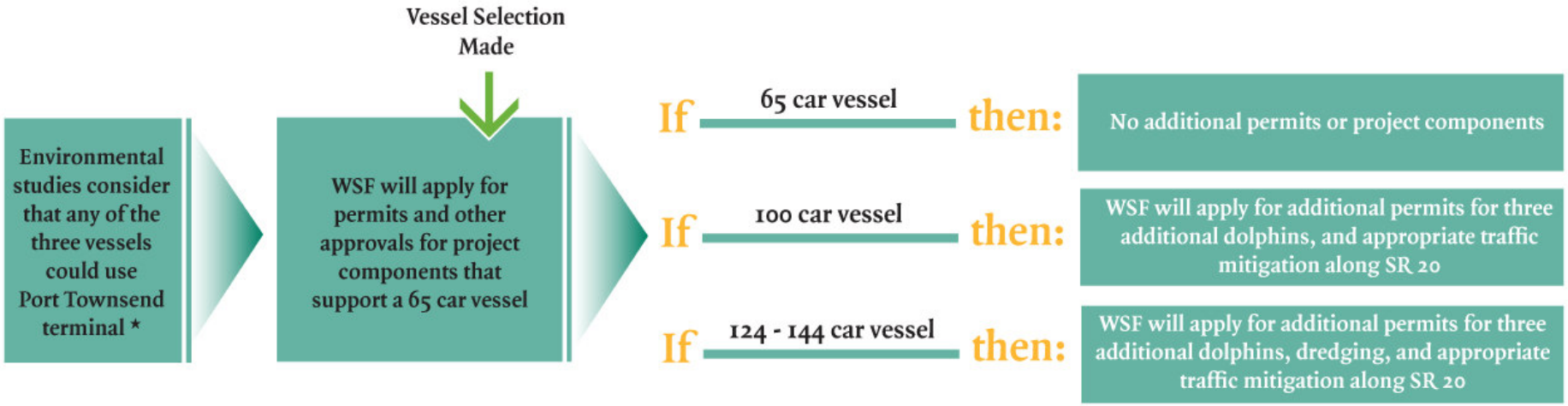
Where are we now?
Port Townsend Project Schedule



Port Townsend SEPA Process



Environmental Strategy



* *Regardless of which vessel size is eventually selected, the Environmental Checklist should not need to be revised.*

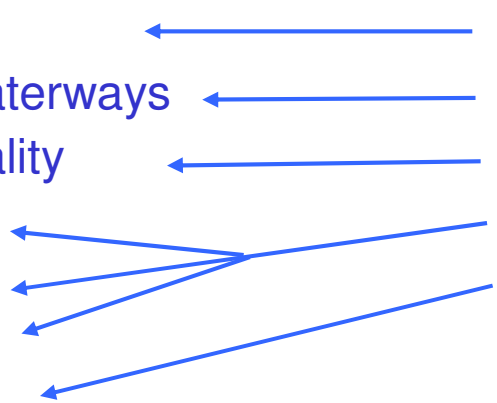
Discipline Reports and Other Technical Documents

Terminal

- Air Quality
- Marine Waterways
- Water Quality
- Fisheries
- Wildlife
- Noise
- Energy
- Geology & Soils
- Hazardous Materials
- Land Use
- Social & Recreation
- Economics
- Public Services & Utilities
- Historic & Archaeological Resources
- Visual Quality
- Traffic & Transportation

Vessels

- Vessel Emissions
- New Ferry Wake Wash
- Water Pollutant Discharge
- Waterborne & Airborne Noise Survey
- Resource Conservation



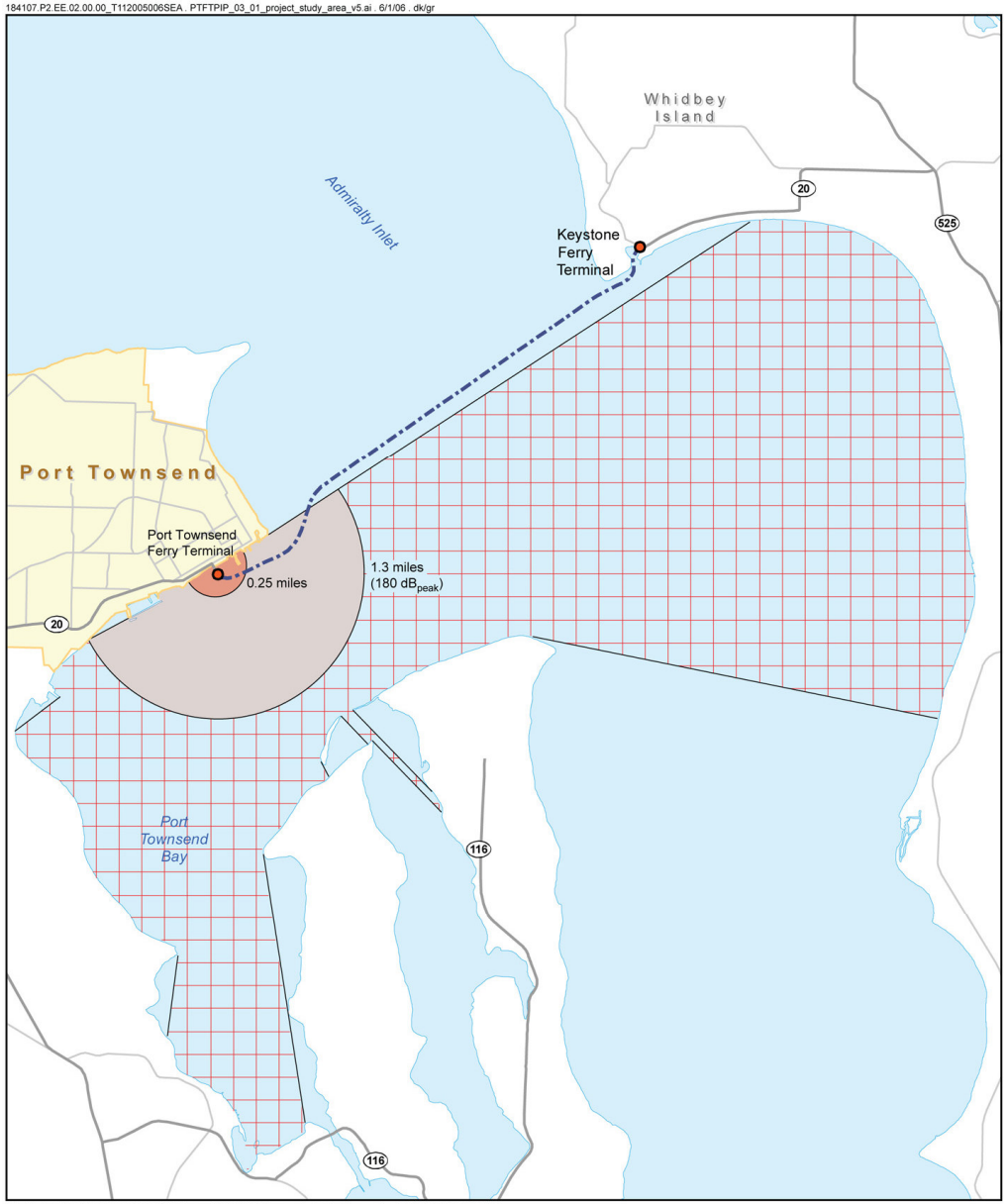
Aquatic Resources & Fisheries

- Pile driving
- Eelgrass loss
- Dredging
- Overwater coverage and seafloor loss
- Creosote piling removal
- Nearshore fish passage
- Stormwater treatment

Pile Driving

- Findings:
  - Worst-case radius of harmful underwater noise levels extend out 1.3 miles

- Mitigation:
  - In-water work window should protect juvenile salmon
  - Some impacts possible to sand lance eggs (mitigation yet to be negotiated)



Impacts to Eelgrass

- Findings:
  - Small amount of eelgrass loss due to shading from the trestle extension (0.04 acres)
  - No loss expected from propeller wash

- Mitigation:
  - WSF will plant eelgrass in adjacent pit
  - WSF will plant 0.78 acres of eelgrass
  - Eelgrass planting is intended to also mitigate for all other aquatic impacts

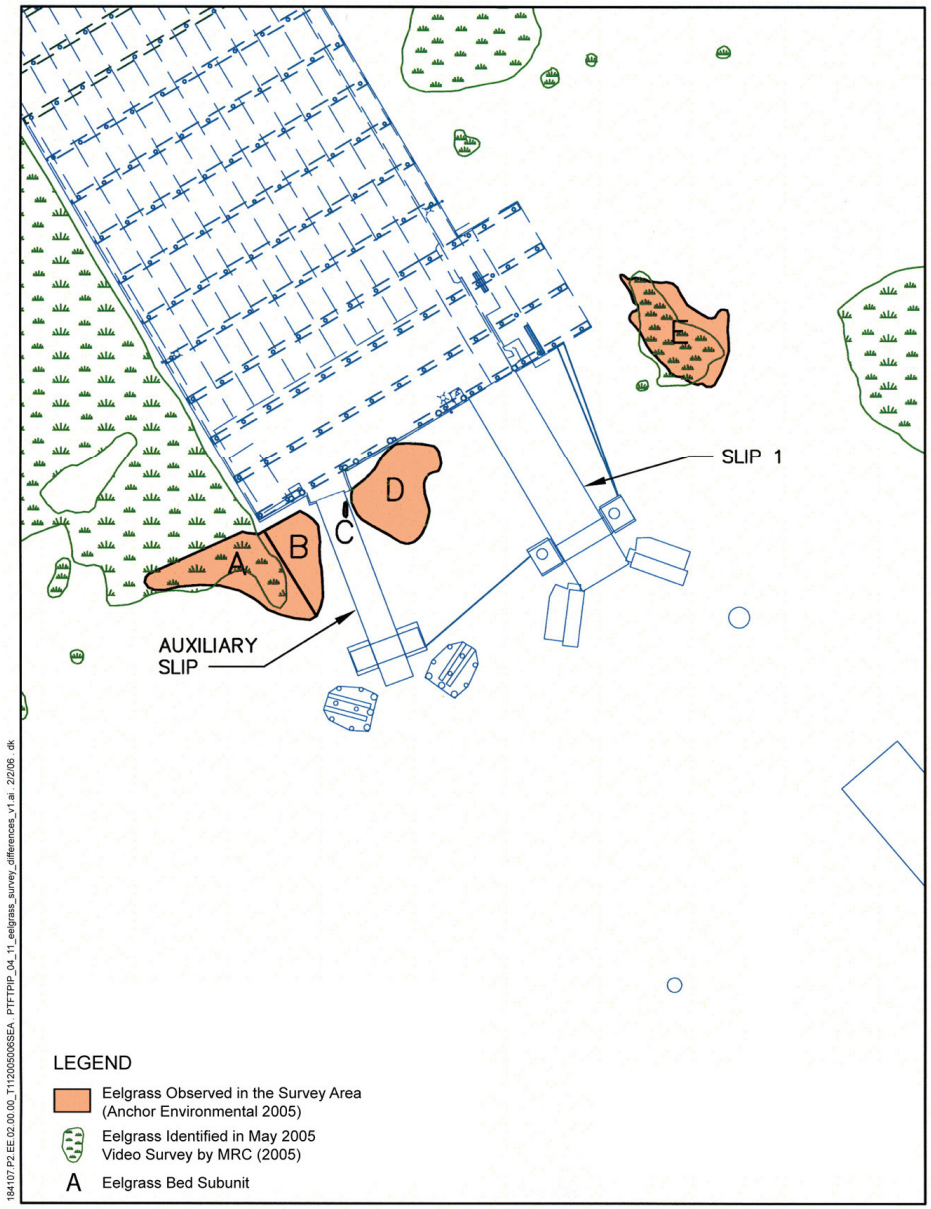
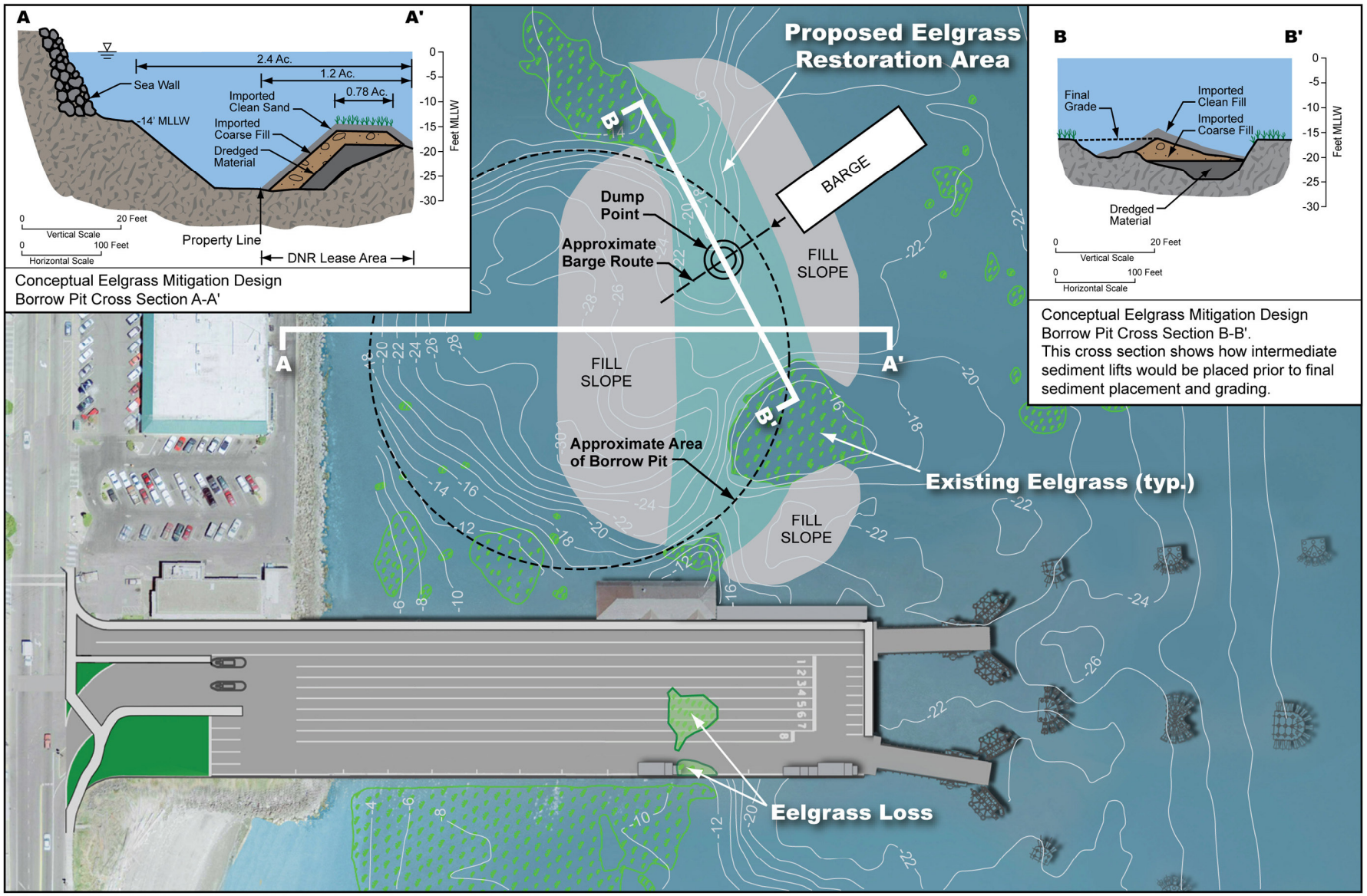


Exhibit 4-11
Anchor Environmental 2005 Scuba Eelgrass Survey at Port Townsend Ferry Terminal Overlaid on the 2005 MRC/CH2M HILL Video Survey



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Contours and elevations in feet MLLW

N

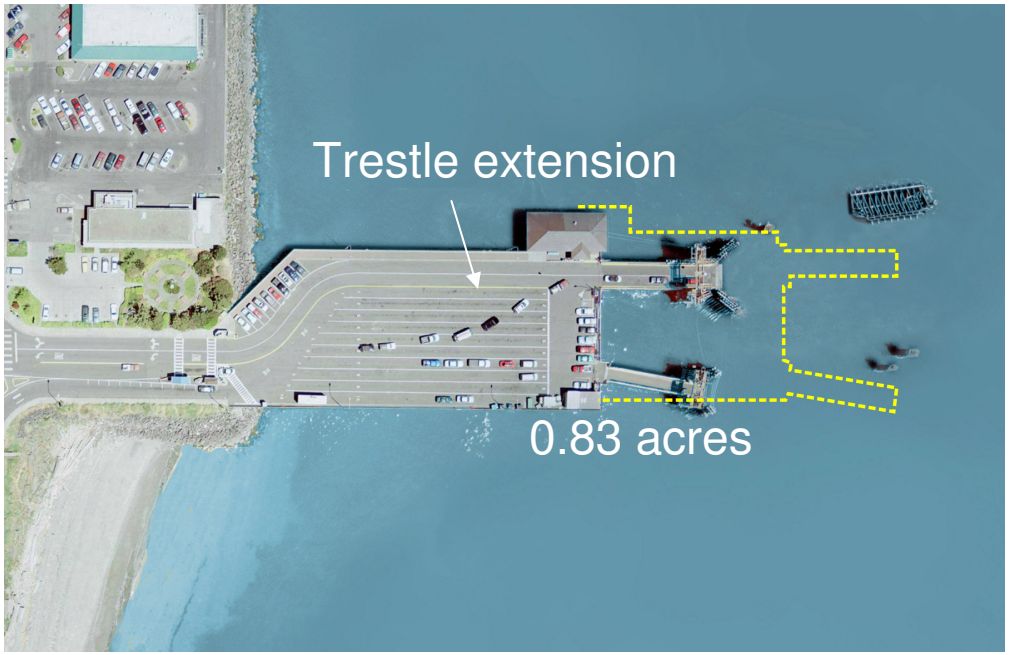
0 100 200 Feet

Exhibit 5-4
Eelgrass Restoration Area

New Overwater Coverage

- Findings:
  - Trestle extension shades 0.83 acres of intertidal and subtidal seafloor
  - Pilings eliminate 756 sq. ft. of seafloor (sand and gravel habitat)

- Mitigation:
  - New pilings replace seafloor with vertical surface for colonization (will be covered by barnacles, jingles, starfish, mussels, etc)
  - Piling community supports fish (such as perch) and shellfish (such as shrimp and red rock crabs)



Creosote-Coated Timber Piling Removal

- Findings:
  - 411 creosote-treated pilings will be removed (equivalent to 5 linear miles!)
  - A brief, small pulse of creosote is possible during removal
- Mitigation:
  - Removal has long-term benefits that far outweigh the short-term impacts

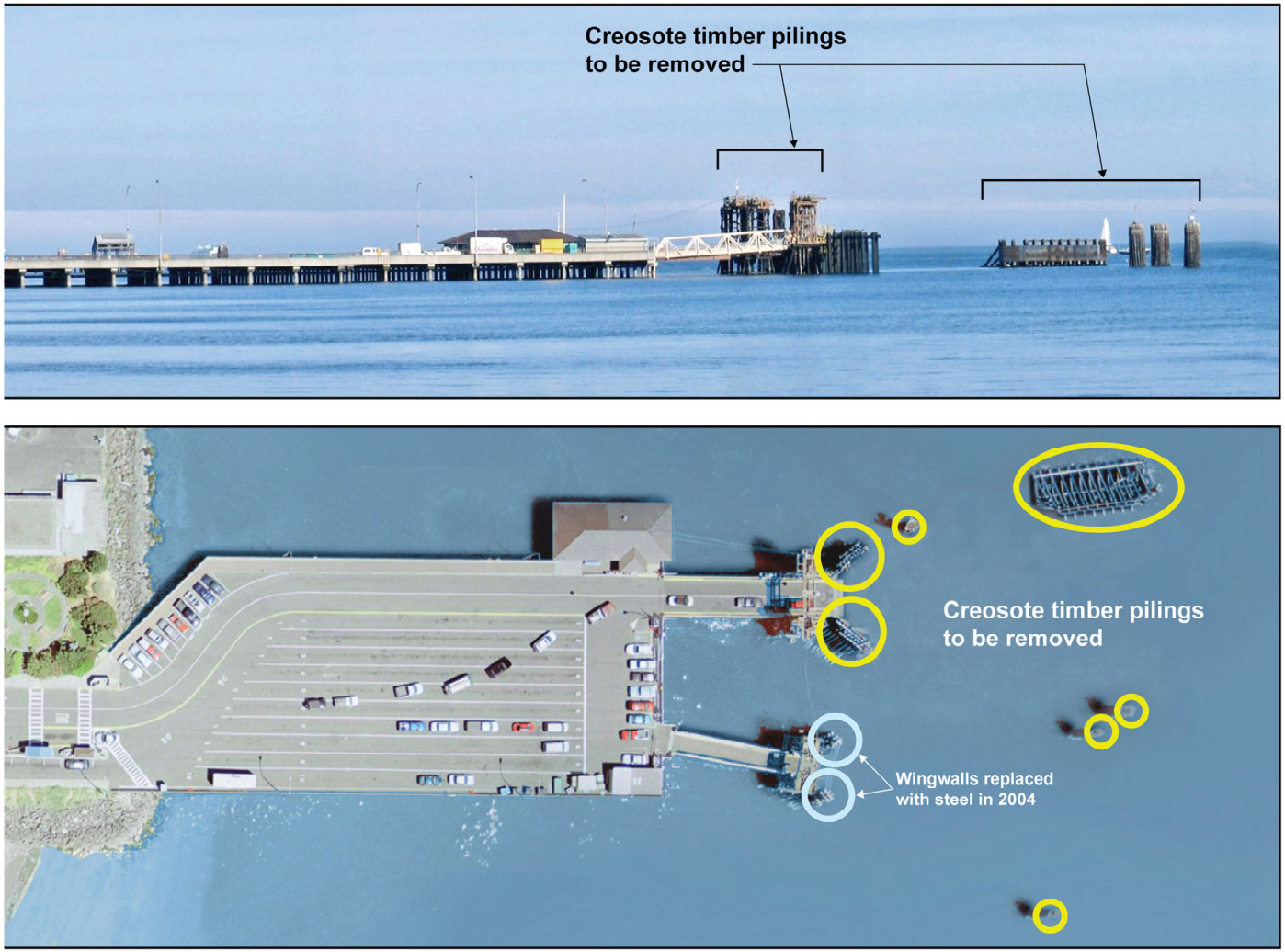


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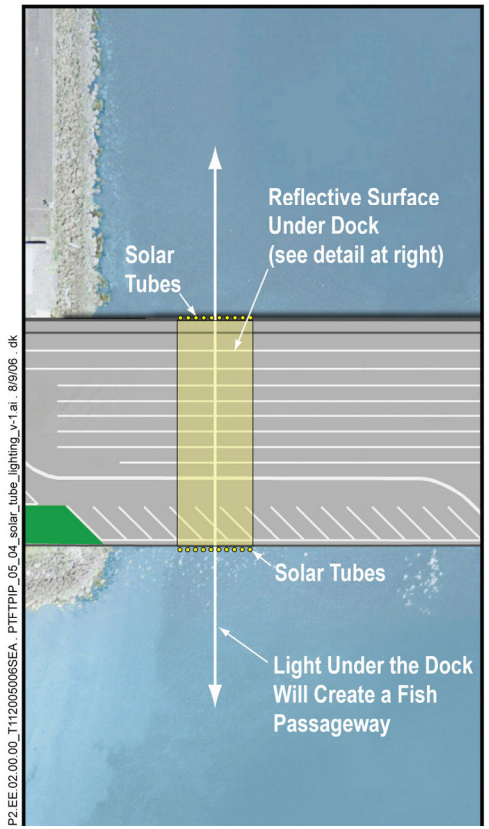
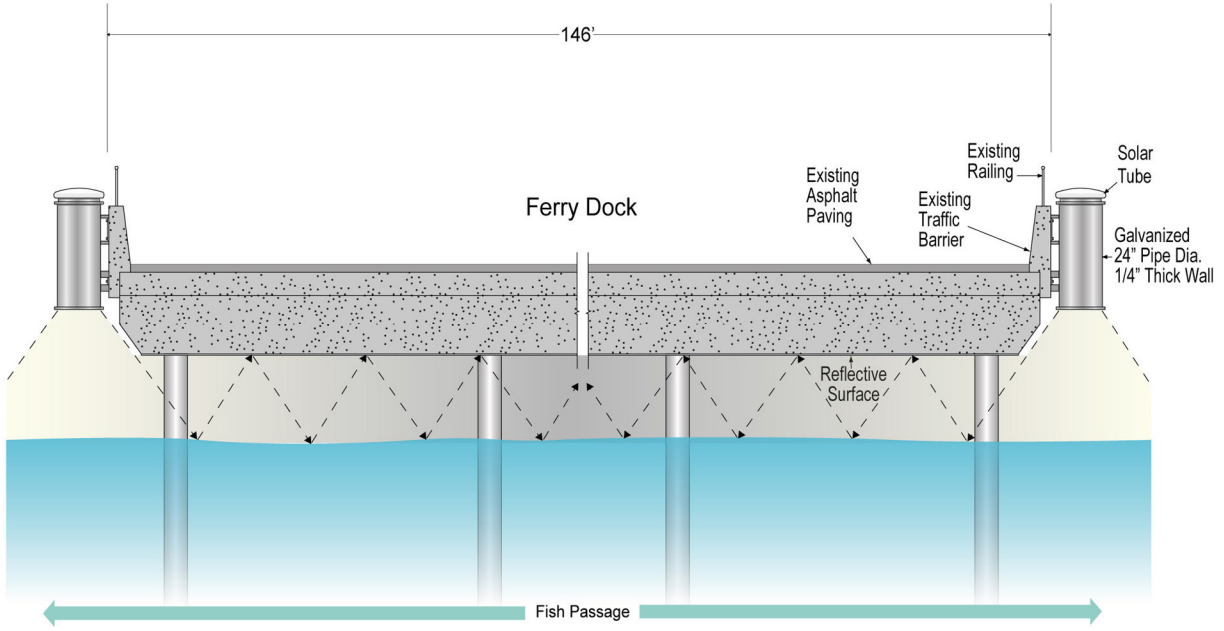
Exhibit 5-6
Removal of Creosote Timber Piling

Nearshore Fish Passage

- Findings:
  - Longer trestle diverts juvenile salmon farther offshore (impacts are presumed but not proven)
- Mitigation:
  - Installing some type of passive under-pier lighting system (exact system being studied)
  - Present concept is to use solar tube skylights and reflective panels to convey light under the trestle

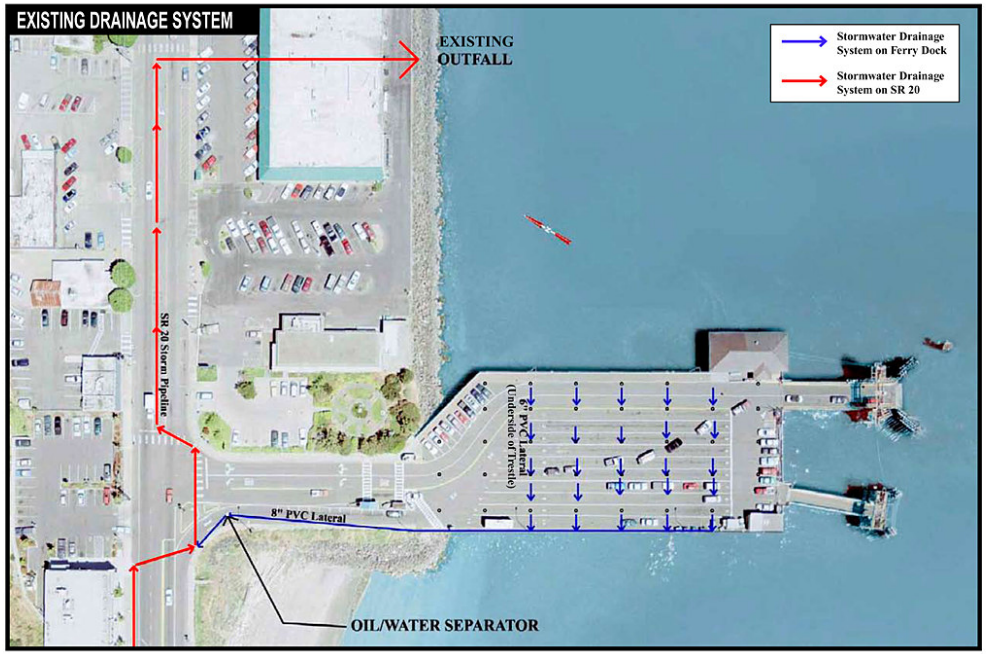




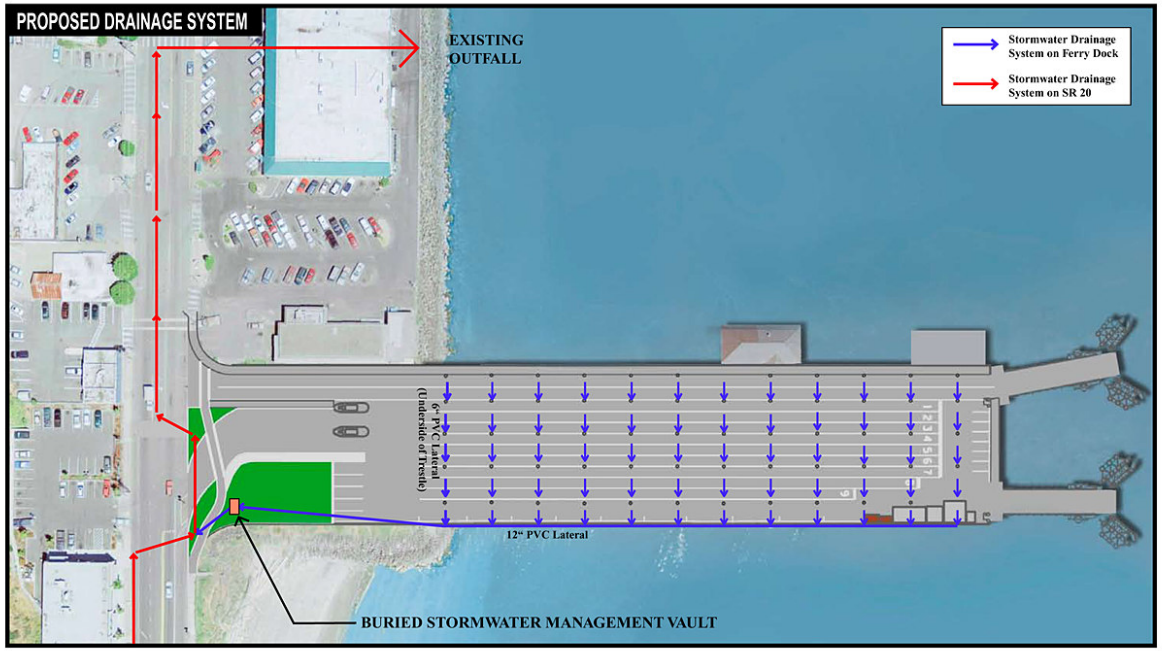
Solar Tube Skylights
Section View

Stormwater Treatment

- Existing Stormwater Treatment
  - The existing treatment system is old technology and only separates oil from water. It does not treat for sediments and other pollutants



- Proposed Stormwater Treatment
  - Additional stormwater treatment will be provided in a buried concrete vault
  - Water quality at the outfall will improve because sediments and associated pollutants will be reduced

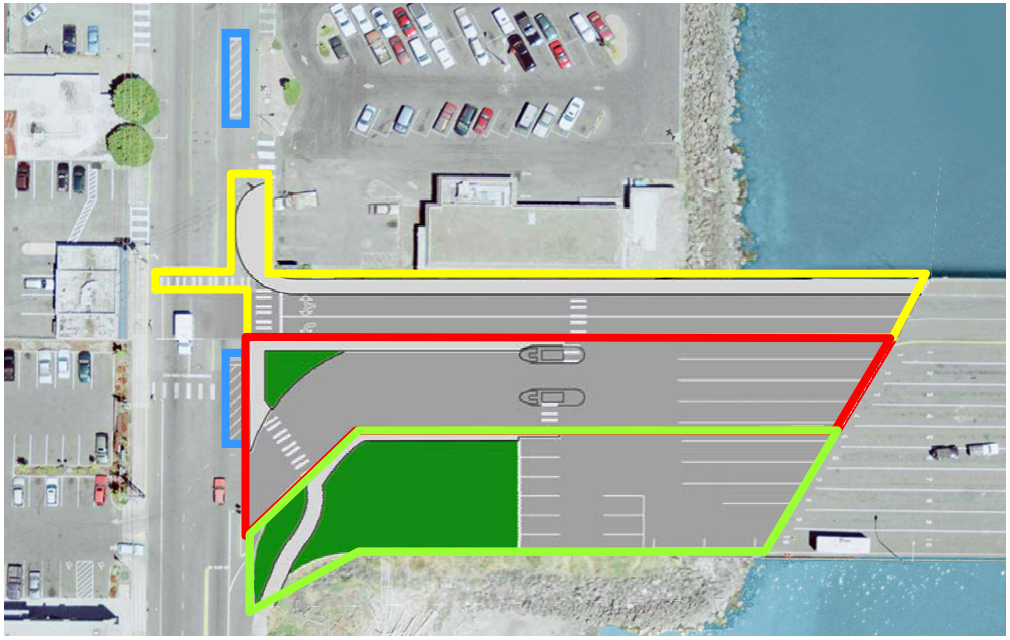


Traffic & Transportation

- Intersection Modifications at the Terminal
- Parking Near the Terminal
- Remote Holding & Bike Lane
- Traffic Study Findings and Mitigation

Intersection Modifications

- Straighten exit lanes
- Set tollbooths side by side
- Construct new park adjacent to beach
- Stripe for pick up and drop off



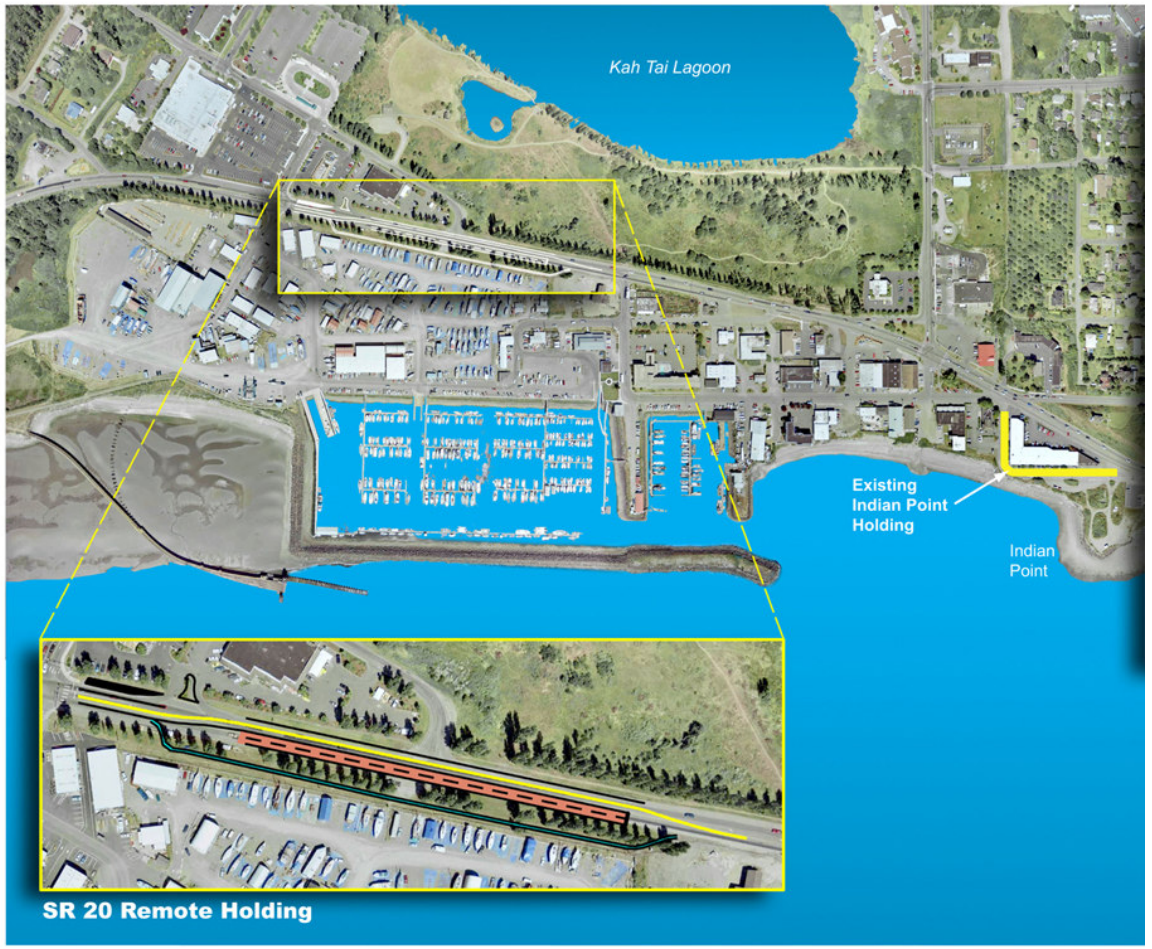
Proposed Action

Parking Near the Ferry Terminal: Proposed Parking Revisions

- Findings:
  - 16 spaces owned by the city and leased to US Bank are displaced
  - 3 spaces along Water Street are displaced
- Mitigation:
  - WSF is proposing re-striping Port Townsend Plaza parking lot to make up for lost spaces, plus a few extra
  - Ongoing discussions with property owner on mitigation

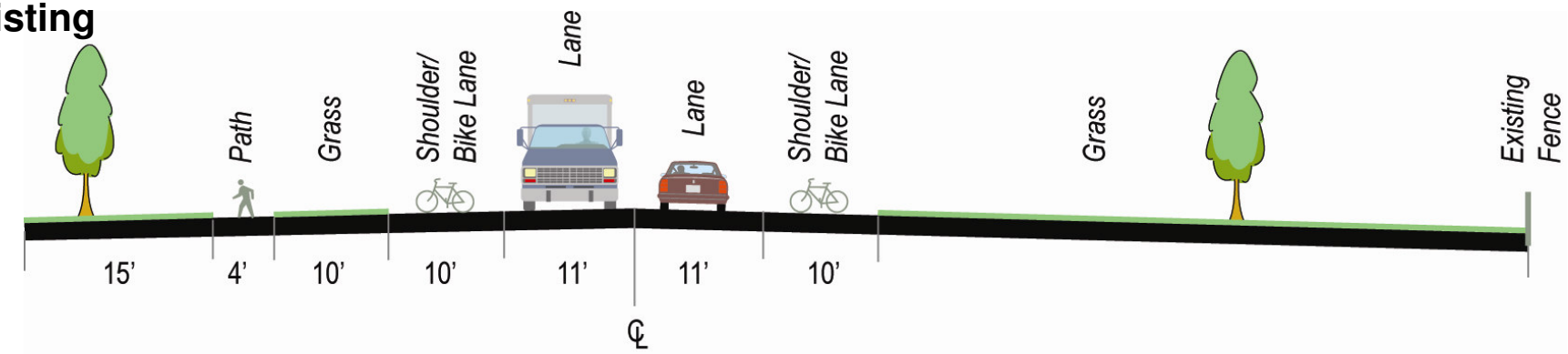
Remote Holding & Bike Lane

- Project Elements:
  - All but two poplars on both sides of SR 20 are preserved
  - Approx. 12 feet of widening required for remote holding
  - Uses existing WSDOT right-of-way
  - Bike path to be constructed behind poplars
  - Remote holding lane used approx. 30 days per year – bikes can use the lane the rest of the year
  - Holding lanes and bike path to be constructed of permeable asphalt
  - Construction to start in Spring 2007

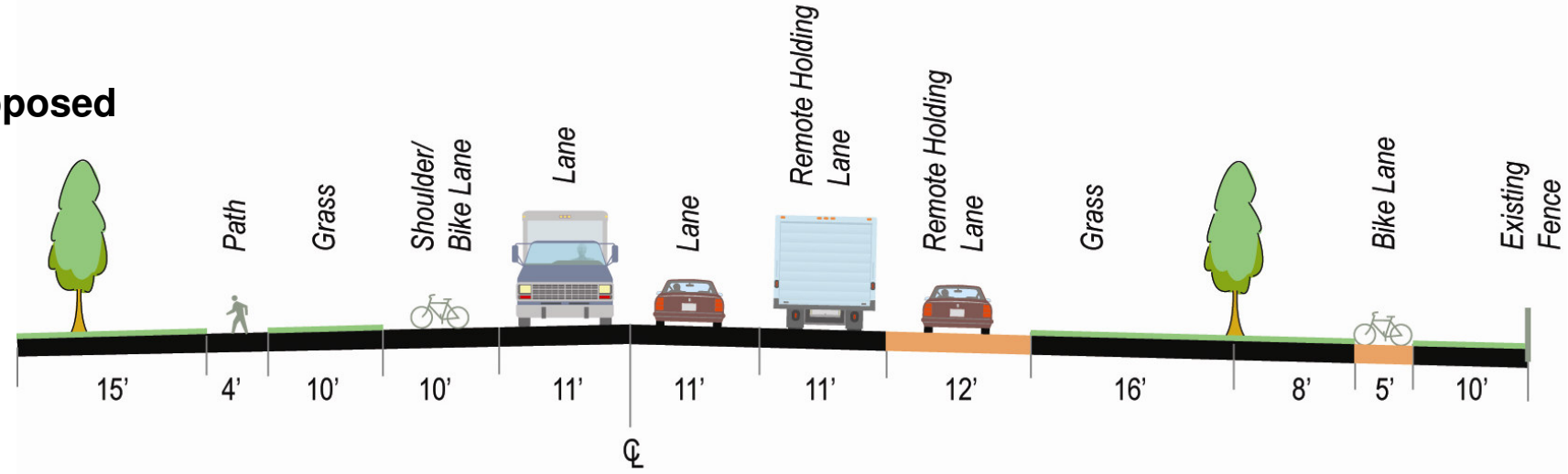


Remote Holding & Bike Lane

Existing



Proposed



Not to Scale

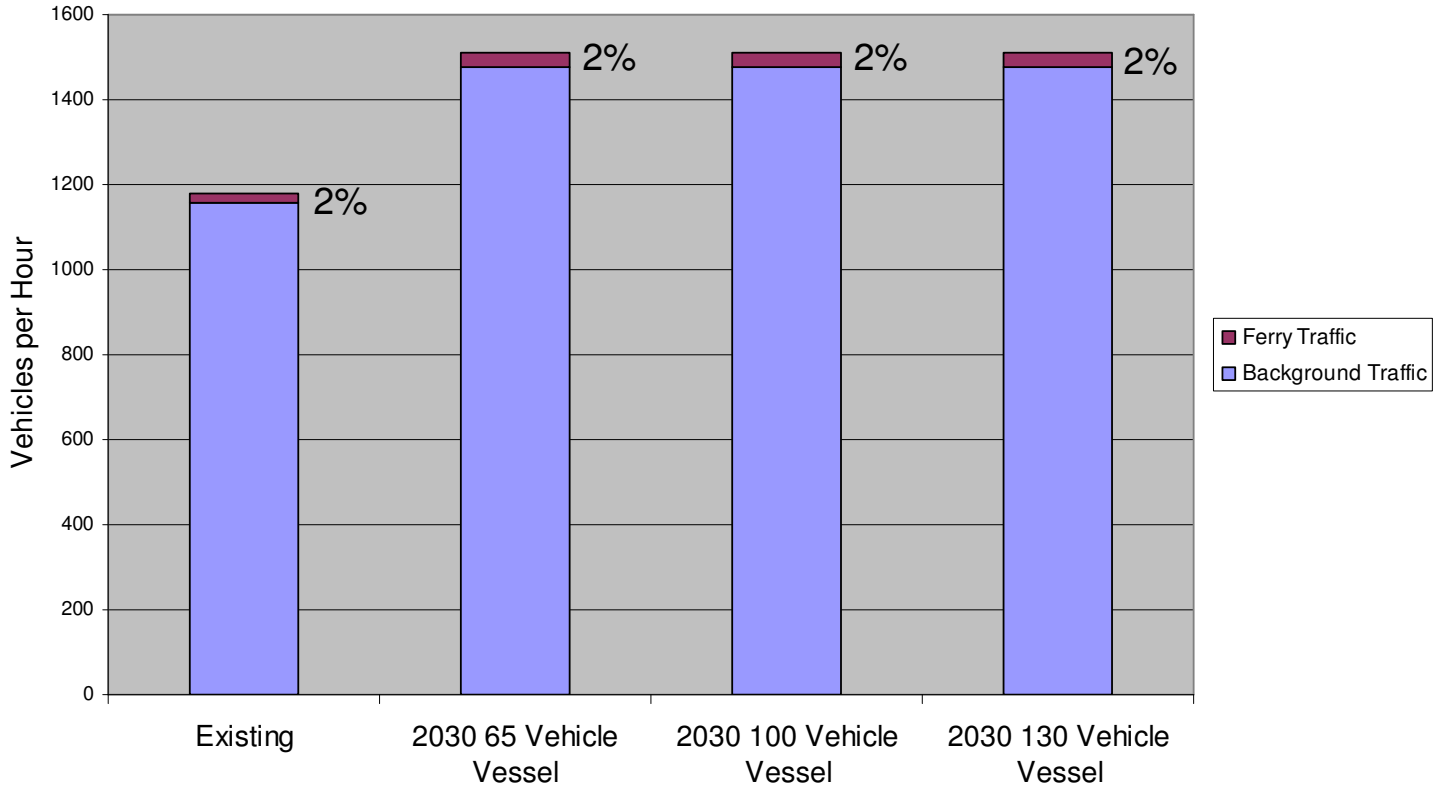
Traffic

- What is Level of Service (LOS)?
  - LOS A & B are essentially free-flow
  - LOS C potential to wait less than one light cycle
  - LOS D potential to wait one light cycle
  - LOS E potential to wait one or two light cycles
  - LOS F potential to wait two or more light cycles

- Analysis Method
  - Compare Average Peak Hour to 2030 no-build for *each* vessel
  - Compare Summer Peak Hour to 2030 no-build for *each* vessel

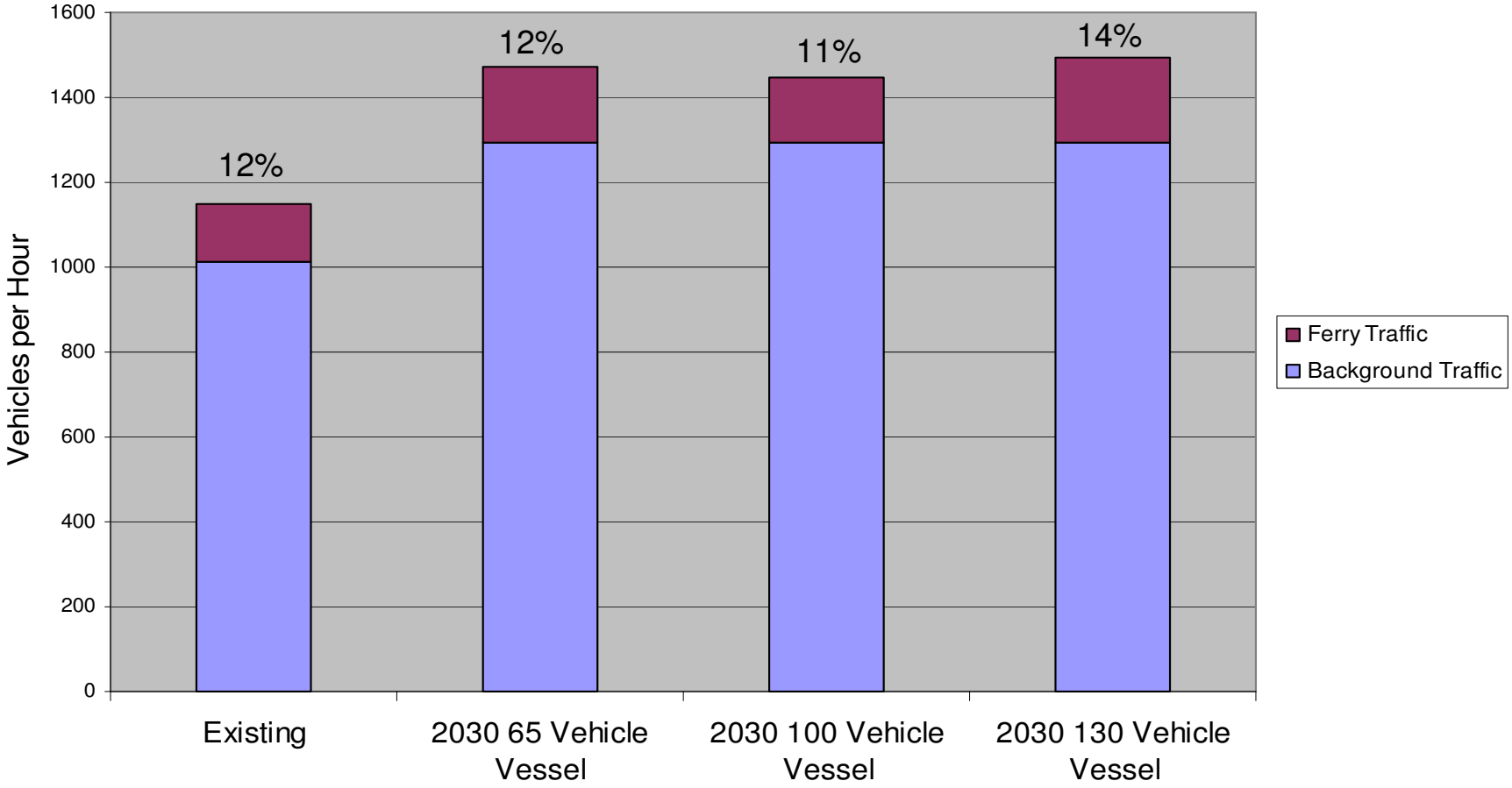
- A significant impact is considered a drop in LOS of two or more levels .
  -Example; LOS D to LOS F

Average Peak Hour Traffic Volumes



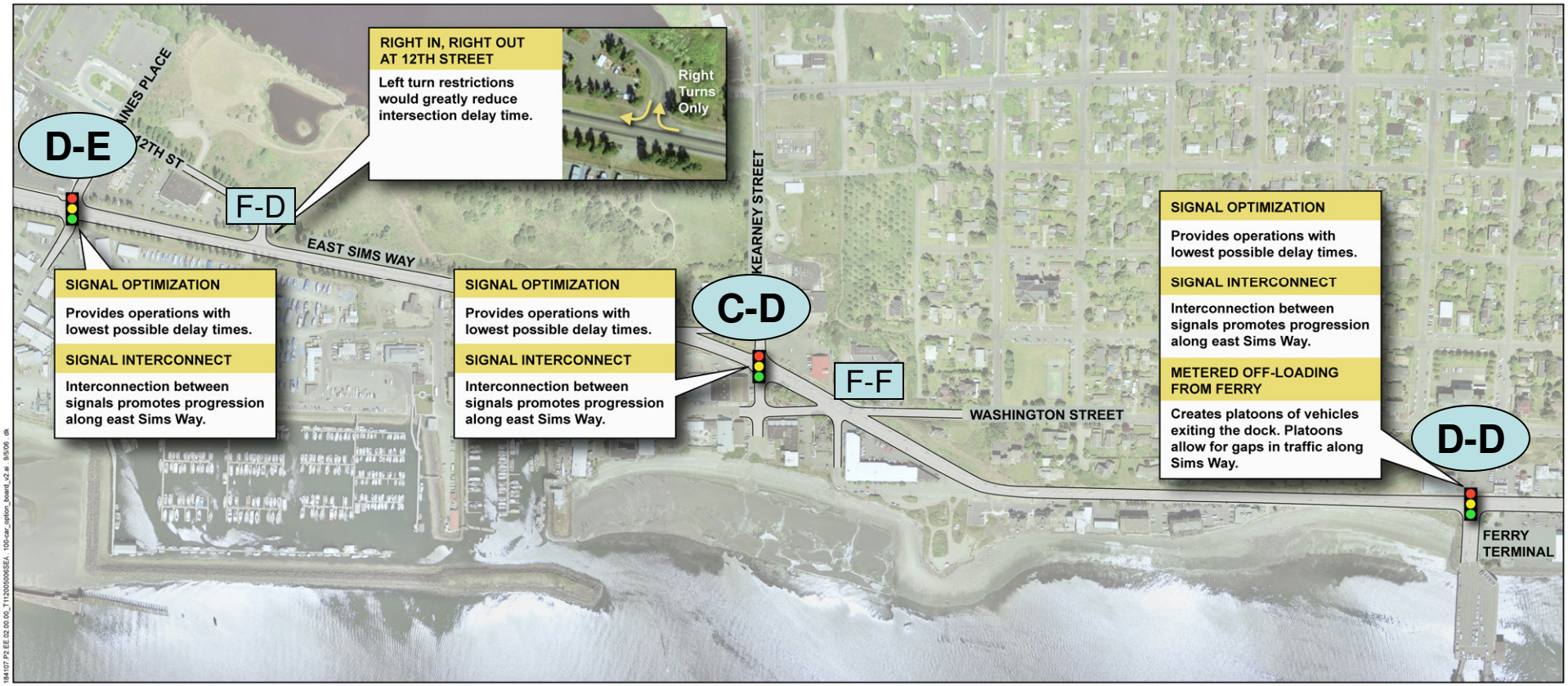
Comparison of Average Peak 2030 No-Build With All Three New Vessels Under Consideration

Summer Peak Hour Traffic Volumes

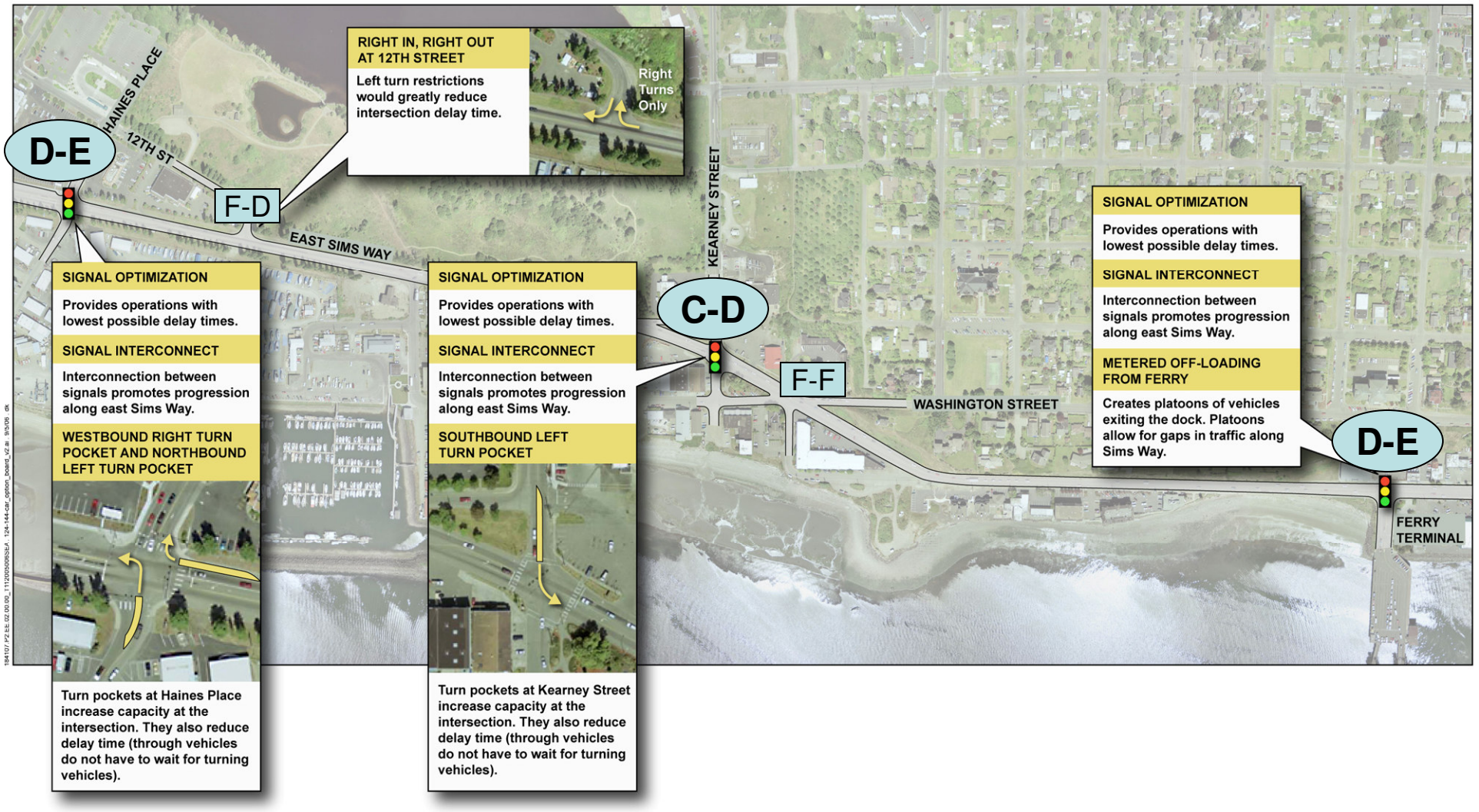


Comparison of Summer 2030 No-Build with New 65-car Vessel

Comparison of Summer 2030 No-Build with New 100-Car Vessel



Comparison of Summer 2030 No-Build with New 124-144 Car Vessel



What did we learn from the traffic analysis?

- Ferry traffic is 2% of the average peak (winter) traffic
- The 100 or 124-144 car ferries would not affect winter LOS
- Ferry traffic is 12-14% of the summer peak traffic
- The larger ferries will require intersection modifications on SR 20
- With modifications, larger ferries can be accommodated without a significant impact.

Next Steps

- WSF will accept comments on the Draft SEPA Checklists until October 16
- Environmental Determination Issued – Winter 2006/2007
- Construction of Remote Holding Begins – Spring 2007
- Keystone Project Draft EIS Released – Spring 2007
- Port Townsend Terminal Construction Begins – Fall 2008

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Questions?

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